

STILLSON IN FIRM FORMED TO SALVE CARGOES OF SHIPS

Man In Charge of Divers Who Worked On F-4 Here Leaves Navy

The Inter-ocean Submarine Engineering Company, Inc., has been incorporated at Albany. It has \$125,000 of common stock, all paid up, and 10,000 shares of common stock of no par value. The company's field is the seven seas, and its purpose is to raise ships from the ocean bed or salvage their contents.

The company will begin work on ships sunk along the Atlantic seaboard. If successful in its first undertaking, it will endeavor to float or salvage the contents of some of the \$300,000,000 worth of merchandise sunk by the German submarines.

Chief Engineer. The president of the company is Rear-Admiral Colby Mitchell Chester, U. S. N., retired. The principal financial backers are George F. Baker, chairman of the First National Bank, Charles Sablin, president of the Guaranty Trust Company, Albert H. Wiggin, president of the Chase National Bank, Leroy A. Rockefeller, and C. M. F. Murphy, vice president of the Guaranty Trust Company.

The moving spirit in the enterprise is, however, Chief Gunner George David Stillson, U. S. N., retired, who was in charge of the divers who worked on the F-4 here. Mr. Stillson brings to the company practical experience in hydraulic engineering, and will supervise all the salvage plans and supervise their execution. He is vice president of the company. Another retired naval officer, Lieutenant W. D. Franklin, is treasurer.

Start On Ward Liner. Mr. Stillson proposes to begin work at once. He has the precise location of most of the ships that have gone down off the Atlantic coast in recent years and has drawings and plans of many of these ships together with invoices of their contents. For the initial experiment he favors a Ward liner, sunk off Hatteras in 262 feet of water, which is forty-four feet less than the depth from which the F-4 was raised.

No attempt is to be made to bring the liner to the surface. But her cargo includes \$200,000 of silver and \$500,000 in other articles which salt water does not damage. With the money raised from the sale of the preferred stock Mr. Stillson thinks he can charter a ship, get all the needed appliances, and employ expert divers. From the \$700,000 to be taken from the liner there will go a small percentage to the underwriters and the remainder to working capital which will be used in salvaging another ship whose contents will supply funds for other ventures and so on.

"The proposal may strike you as high enterprise," said one of the organizers. "As a matter of fact its practicability has been demonstrated by Mr. Stillson in his work on the F-4 and other underwater business for the Government. Besides that, Mr. Stillson has perfected many devices, some of them protected or to be protected by patents, whereby effective work can be done at greater depths than have been heretofore deemed attainable."

"The company will not only raise the contents of wrecks and in some cases the wrecks themselves; it proposes also to engage in other marine engineering, such as engine work and tunneling. Mr. Stillson has several plans for improving tunnel construction. Of the practicability of these plans there is no doubt whatever."

"In the beginning the company will not undertake work at depths greater than 300 feet. There will be plenty for it to do on wrecks lying much nearer the surface than that. Improvements in mechanical and organization may soon lead us, however, to go deeper for the treasures that lie at the bottom of the sea. We do not propose anything so chimerical as diving for argosies in the Spanish Main, but it is well within the realm of probability that the company will try to bring up the contents of the Lusitania. She lies in only 400 feet of water and to reach her we will not need to go much deeper than we certainly can go now."

To Arrange With Underwriters. Before undertaking any work of salvaging the company will make arrangements with the underwriters who have paid insurance on the cargoes or hulls of the sunken ships. It is understood that the company estimates at 10 per cent of the recovery as about the right amount to be paid to the insurers.

That Stillson will engage in some business of this nature was generally understood when he departed from Honolulu a year ago.

HAWAII'S FARMER WELL ADVERTISED

"How Hawaii helps her farmers market their produce" gets a whole chapter in the latest yearbook. This account of the work of the marketing division is by Dr. E. V. Wilcox.

The 1915 Yearbook of the United States department of agriculture just issued is a six-hundred page volume containing much up-to-date information on farm topics. Articles of special interest to island farmers are, cooperative purchase of farm supplies; farm engineering; unprofitable acres; organization in rural life; and other kindred topics. As a thousand copies of this publication are printed for each congressional session and senator they can be obtained by making application to the mail's Delegate Kuhio Kahimanihale, here or at Washington.

AMERICA TO HAVE MARINE GOLIATHS

Five Battlecruisers Proposed Will Biggest and Most Powerful Ships Afloat

The five battlecruisers which the house of representatives has made the principal item of the navy bill just reported will be the most powerful vessels of their class afloat when finally placed in commission. Each of these new monsters will have a tonnage of 20,000 tons, will be expected to steam at a speed of thirty-five knots and will have an armament of either ten fourteen-inch or eight sixteen-inch guns. The matter of armament is still being discussed by the naval experts of the Navy Department who have been engaged on the plans for this type of vessel ever since the addition of battlecruisers to the United States navy was first suggested.

If the fourteen-inch gun is decided on, the new craft will be as powerful as any of the dreadnoughts of the fleet, as the Nevada and the Oklahoma which have just finished the trial runs, each mount only ten four-inch guns. The dreadnought Pennsylvania which is to go into commission late this month is the first of the dreadnoughts to carry as many as sixteen fourteen-inch guns.

Most Expensive Ever. The plans for the new craft, if the fourteen-inch rifle is selected, call for four barrels for each cruiser, two to carry three guns and two to carry two guns.

In the matter of expenses the battlecruisers will be the most expensive warships ever constructed. As the estimates of the bureau of construction and repair submitted to the naval committee of the house call for an expenditure of \$202,433,531 for each of them. This means that the total expenditure for battlecruisers under the House Bill will be \$1,012,167,655.

This sum will not be spent in one year. It will be spread over a period of three years, the money to be appropriated as fast as it is needed to carry forward the construction. The Navy Department estimates that \$4,765,000 should be appropriated for the first year's work on each of the five ships, or an annual expenditure of \$23,825,000 per battlecruiser construction.

\$15,000,000 Without Equipment. The first plans submitted to the Navy Department were dated last October and called for a sum of \$17,500,000 for each battlecruiser but the revised plans show an increase of nearly \$3,000,000 per cruiser. This increase is due in part to the increase in armor material in part to increases in cost of guns and armor and to a detailed checking of the original plans. The battlecruisers will each cost \$15,000,000 before a cent is spent on guns or armor. The hull will cost \$7,000,000 and the machinery \$8,000,000 for each. The guns and armor of each battlecruiser will cost \$2,433,531.

It is estimated that the dreadnoughts California and Tennessee, which were authorized in 1915 and are to be started late this summer, will each cost about \$15,000,000. Thus the hull and machinery of each of the proposed new battlecruisers will cost as much as the hull, machinery, guns and armor of the California or Tennessee. The total cost of the five battlecruisers will be greater than the total cost of all the real dreadnoughts now with the Atlantic fleet, which are approximately worth \$160,000,000.

Atlantic Fleet's Cost.

What it cost to build them is officially given as follows:

Delaware, authorized 1906, cost \$8,069,201.

North Dakota, authorized 1907, cost \$8,519,441.

Florida, authorized 1908, cost \$10,241,667.

Arkansas, authorized 1909, cost \$9,311,985.

Wyoming, authorized 1909, cost \$9,899,514.

New York, authorized 1909, cost \$11,047,585.

Texas, authorized 1910, cost \$10,736,276.

The Oklahoma, the latest addition to the fleet, authorized in 1911, cost approximately \$11,000,000. The Nevada, a like amount. The dreadnought Pennsylvania and the Arizona cost \$11,000,000 each.

Three of the famous Oregon class were built for the cost of one of the new proposed ships.

Foreign Warship Cost.

The total cost of \$202,433,531 of the projected American battlecruisers may be compared with the cost of some of the principal foreign ships recently completed as follows:

British dreadnought Superb, completed 1909, 18,000 tons, total cost \$8,158,838.

British battlecruiser Lion, completed 1912, 20,500 tons, total cost \$10,665,562.

British dreadnought Monarch, completed 1912, 22,500 tons, total cost \$9,182,657.

British dreadnought Orion, completed 1912, 22,500 tons, total cost \$9,137,709.

German battlecruiser Von der Tann, completed 1910, 19,000 tons, total cost \$8,726,508.

German dreadnought Helgoland, completed 1911, 22,000 tons, total cost \$11,209,890.

Japanese dreadnought Satsuma, completed 1910, 19,550 tons, total cost \$9,292,800.

French dreadnought Vainqueur, 18,030 tons, completed 1911, total cost \$10,529,000.

Brazilian dreadnought Minas Geraes, completed 1911, 19,250 tons, total cost \$8,863,183.

The number of British fishing vessels destroyed since the beginning of the war by German submarines was 700. The number of lives lost on the vessels was 600. Fishing has gone on as usual with only necessary restrictions.

EXPECT HIGH RATES AFTER WAR'S CLOSE

New York Shipping Men Give Opinions: Predict Slump First Then Increase

New York shipping men believe that freight and charter rates will continue abnormally high, at least for a considerable period after the conclusion of the war. Opinion is divided as to whether the pinnacle of the present upthrust movement has been reached, but there is no question that the rapidity of the advance has slackened. The demand for tonnage has not declined one whit, but most of the available vessels are already taken up and, consequently, transactions are more restricted than a short time ago. Owners are holding out for long-term charters in many instances, while at present rates charters exhibit a preference for shorter terms.

Tonnage Will Be Released.

An argument offered by those who believe that much lower levels are due when the war ends is that the release of German and Austrian tonnage and the return of requisitioned ships to normal routes will relieve the present shortage of tonnage and provide an adequate supply for all needs. Offsetting this contention is the view that the demand for space will be maintained while the losses to shipping arising from the war, particularly those which have affected the British merchant fleet, will not be soon repaired. The requirements of the Allies, who it is held, will not be willing to employ Teutonic vessels, will bear heavily upon Allied and neutral tonnage, while the German and Austrian ships will probably be needed to replenish stocks in those countries. It is pointed out as a possibility that a fair proportion of German tonnage may be placed in neutral trades after the war, as between the United States and South America, although its efficiency has unquestionably been impaired by enforced idleness, but it is also expected that there will be an expansion in the demand for ships on these routes, which will offset the increased ship-

Slump; Then An Increase.

A theory outlined by representatives of several prominent shipping companies is that immediately following the war there will be a slump in rates, similar to that occurring after the opening of hostilities, which will be purely the result of the psychological effect of peace. Then, as the demand for cargo space continues strong rates will turn upward and will approximate existing levels, although probably not advancing quite so high.

One proof that no material decline is anticipated is seen in the orders now placed in American yards for the construction of vessels for delivery as late as 1917, while in neutral yards of Europe orders have been placed which cannot be completed until 1920. Part of this, of course, will fill the gap created by the loss of vessels, but much of the new tonnage will be in addition to the total existing before the war. It is not believed that these contracts would have been let if an abnormal demand was not expected. What the output of German yards has been awaited with interest, as it is recognized that it will have an important bearing upon the situation. But from such evidence as has appeared the deduction is made that they, too, are preparing.

YACHT CLUB OF HILO TO BUILD BOAT HOUSE

Permission has been received by the Hilo Yacht Club from the board of harbor commissioners to build a boat house on the shore of Kaneohe Cove, near the Yacht Club. This will mean much for the advancement of aquatic sports in Hilo Harbor in the future. As soon as the communication was received the executive committee of the club held a meeting and it was decided to appropriate \$300 at once to erect a boat house in time to house the racing boats which will come here to take part in the Fourth of July races. Work will be started immediately. The committee also elected eleven new members.

HILO WILL ESTABLISH GREAT CIVIC CENTER

Hilo is contemplating a civic center, one feature of which will be a new high school costing \$125,000, and C. E. Forbes, superintendent of public works, has offered to assist the city planners with his services. The county supervisors have accepted Superintendent Forbes' offer and invited him to visit and tarry in their city for a month, giving his time to assisting in designing and generally planning the form their enterprises should take.

AUSTRALIA PLACES EMBARGO ON COAL TO EXPEDITE WHEAT

Permits To Load At Newcastle Being Refused To The Best Vessels

The embargo on the export of coal from Australia, established some time ago by the commonwealth government, has, it now appears, a certain bearing upon American shipping in the Pacific, writes Commercial Attaché Philip B. Kennedy, Melbourne. The reason for the coal embargo, it may reasonably be assumed, is to facilitate the export of wheat, there being at present something like 135,000,000 bushels in the hands of the wheat board, which is held up on account of shortage of tonnage.

Refused To Star of Holland.

The interpretation of the coal embargo, according to reliable information, is that a permit for the export of coal will not be given to any vessel that can carry wheat. Recently the Ayrria secured a permit to load coal at the same time that the Star of Holland was definitely refused. These vessels are American sailers, capable of carrying about 3500 tons dead weight of coal. They had come down from the Pacific Coast of the United States with cargoes of lumber; they desired to proceed with coal for Chile and there load nitrate for San Francisco. It was impossible for the wheat board to secure insurance on the Ayrria because it was not tight. The Star of Holland, however, being suitable for carrying wheat, had to proceed to Chile in ballast. This would seem to indicate that only leaky American sailers can expect to load coal and secure a profitable round voyage. It would be a case of the poorest being the best.

Have "American Shipping."

For the first time in twenty years it is possible to refer to "American shipping" in Australian waters. Old sailing vessels, many of small size, have emerged from creeks on the Pacific Coast and are running down to Australia with cargoes of timber. At present there are five such sailers in the port of Melbourne and twelve more are on the way. As a rule, they return to the United States empty, endeavoring to lose no time in picking up another timber cargo at high freight rates.

PERAMBULATING STILL

IS RAIDED BY FENNEL

Soldier is Arrested For Peddling Whiskey In Streets

John A. Chappel, a soldier, was arrested in Iwilei yesterday by License Inspector Fennell, for peddling whiskey on the streets.

Chappel walked about the streets with a quart bottle and a small glass in his pocket, it is claimed, and sold drinks at the rate of two for a quarter. Fennell heard of his work, and went after him with an assistant. The assistant casually made the acquaintance of another soldier and invited the latter to have a drink.

They bought from Chappel, it is reported, and were just about to have a second round when Fennell appeared and arrested Chappel, who was taken to the police station and booked for illicit sale of liquor.

MAUNALU SEMINARY HAS CLOSING EXERCISES

The closing exercises of Maunaloa seminary took place on Saturday morning June 10, in Baldwin hall, Wailuku. There was a large attendance, including five of the seminary's trustees, and twenty-five Lahainalua students. A long program of musical and literary exercise was given, followed by a luncheon and in the afternoon. Those taking part in the program were Ah Kam Cup Choy, Mary Apaki, Emily Wilkins, Kate Wong Kong, Lulu Rowland, Elizabeth Spreen, Rachel Kaholelani, Maria Sylvia, Daisy Spiffen, Elizabeth Taite, Young Kim Lee, Bernice Mahi, Emma Lake, Marguerite Lee, Elizabeth Kashiabi, Po Yung Yap, Esther Mahela, Louise Kamano, Hannah Mahu, Hattie Kukahi, Isabel Lulu, Lydia Kapi, Lena Thompson and Rose Ah Ne.

SPORTS

Summary of Kapiolani Races Seven Track Events Detailed

Kapiolani Park, Honolulu, T. H., June 10, 1916. First day. Weather perfect. Track fast. Albert Horner, presiding judge. S. S. Paxson, starter.

First Race—Half-mile, Hawaiian-bred, maidens. Purse \$150, of which \$50 goes to the second horse.

A. W. Carter's ch f Myrtle, 3, 112 (J. Carroll) 1.
Dr. J. C. Fitzgerald's br m Dick Tibburn, 2, 91 (B. Rollins) 2.
W. A. Clark's b g Edwin, 5, 123 (Opio) 3.
Candy Girl, Mahani, Akibono, also ran.

Start, good. Time: 50.3.5. Winner by St. Avon—Spring Ban. Myrtle the class and won easily by an open length.

Second Race—One mile, Hawaiian-bred. Purse, \$250, of which \$50 goes to the second horse.

Col. H. A. Baldwin's b m Frances B., 4, 121 (B. Rollins) 1.
L. von Tempy's ch g Wallaby, 4, 123 (Opio) 2.
J. M. Spalding's b m Ladylike, 5, 123 (J. Reis) 3.
Kapa also ran.

Start, good. Time: 1:46.1.5. Winner by von Tromp—Lady Toddington. Nothing to it but Frances B. who was in a very soft spot and won pulling up by 20 lengths.

Third Race—Six furlongs, gentlemen riders. Cup and purse of \$500, of which \$50 goes to the second horse.

Mrs. W. F. Macfarlane's blk f Ypres, 4, 166 (Dr. J. C. Fitzgerald) 1.
J. M. Spalding's b g Skyreaper, 4, 160 (A. Rice) 2.
Mr. Okimoto's b m Arise, 5, 160 (P. M. Sumner) 3.
Tuloume also ran.

Start, good. Time: 1:29.1.5. Winner by Salvation—Valencienne. Ypres, much the best, won by a length and a half. Her rider had a job getting out of a pocket in the back stretch. Skyreaper got a swell ride.

Fourth Race—Five furlongs, free-for-all. Purse \$250, of which \$50 goes to the second horse.

R. W. Shilage's ch h Umpqua, 6, 126 (D. Ferreira) 1.
Angus McPherson's ch g Heidelberg, 4, 123 (Opio) 2.
Dr. J. C. Fitzgerald's b m Copra, 3, 107 (B. Rollins) 3.
Robert also ran.

Start, fair. Time: 1:02.1.5. Winner by Chappaqua—Mercedita. Heidelberg the best. Umpqua won by an open length. Copra acted queerly in the saddling paddock and ran an expensively bad race.

Fifth Race—Half mile, ponies, 14.3, catchweights. Purse, \$150, of which \$50 goes to the second horse.

Mr. Kanamata's b m Candy Girl, 4 (Suichi) 1.
L. Achien's ch m Young Lady, 6 (J. Carroll) 2.
Mr. Yamamoto's g m Riding (Yamamoto) 3.
Beware, Prince Denise Boy, Gasoline also ran. Scratched, Bruno.

Start, good. Time: 50. Winner by Maqa—dam unknown. Candy Girl the candy, and franked her Waimea form, Young Lady, didn't get a glit-glit ride and was beaten by three-quarters of a length. The rest of little account.

Sixth Race—One mile, free-for-all. Purse, \$300, of which \$50 goes to the second horse.

Mrs. W. F. Dillingham's b h Oneonta, 4, 128 (D. Ferreira) 1.
Leut. E. M. Whitting's b g Harvater Boy, 4, 128 (J. Carroll) 2.
Thos. Hollinger's b h Harvester, 4, 128 (C. Leonard) 3.
Frances B., Ypres scratched.

Start, poor. Time: 1:42 (track record). Winner by Chappaqua—Softa. Harvester delayed the start 40 minutes, and Oneonta also offended in this respect. Oneonta ran an impressive race and won with something in hand by two lengths and a half. Harvester sulked. He is a pig-headed brute. Mohawk Boy the surprise of the race, and a fair plater.

Seventh Race—One and one-half miles hurdle race, over eight flights of hurdles; for enlisted men of the U. S. army. Catchweights. Purse, \$100, first; \$50, second; \$25, third.

Sgt. Belmont's b g Rowdy, a (owner) 1.
Sgt. Price's b g Dido, a (owner) 2.
Mrs. Herman's b h Major, a (owner) 3.
Brins, No. 522, Count, Melntyre, Hans, Dixie, Mutt, Governor and Daddy also ran.

Start, good. Time: 3:06.4.5. Won by a couple of lengths. Dido was prominent throughout but Rowdy had the foot of him in the run to. The rest a poor lot.

RESTA WINNER OF SPEEDWAY SPURT

(Associated Press by Federal Wireless.) CHICAGO, June 12. —Dario Resta won the second Chicago automobile derby here yesterday, making the 300 miles in three hours, two minutes and thirty-one seconds, an average speed of 99.7 miles an hour. Ralph de Palma was second, Christaens was third, Vail fourth and O'Donnell fifth.

PRINCETON TEACHES OLD YALE A BASEBALL LESSON

(Associated Press by Federal Wireless.) PRINCETON, N. J., June 11.—The Princeton University baseball team took the Yale nine into camp yesterday here when the visitors were defeated by the score of seven to five runs. The game was good throughout and watched with much interest by a big crowd, which went delirious when the locals won.

COBBITES GOING STRONG

Yesterday's Games: American League At St. Louis—Rain. At Boston—Rain. At Chicago—Chicago 5, Washington 0.

At Cleveland—Cleveland 7, Philadelphia 2.

At Detroit—Detroit 4, New York 1.

Team Standings:

NATIONAL LEAGUE

Brooklyn W L Pct

Philadelphia 24 16 .600

New York 23 18 .563

Boston 20 20 .500

Chicago 20 20 .500

Cincinnati 19 21 .475

Pittsburgh 18 22 .450

St. Louis 17 23 .425

AMERICAN LEAGUE

Cleveland W L Pct

New York 20 18 .525

Washington 20 18 .525

Boston 20 18 .525

Chicago 21 23 .475

Philadelphia 16 27 .370

LEADERS BREAK EVEN

Yesterday's games: At Los Angeles—Salt Lake 5, Los Angeles 2; Los Angeles 4, Salt Lake 1. At San Francisco—Vernon 6, San Francisco 2; San Francisco 7, Vernon 4. At Portland—Portland 6, Oakland 4.

Team Standings:

Western League

Vernon W L Pct

Los Angeles 40 24 .625

San Francisco 36 24 .600

Portland 27 28 .491

Salt Lake 25 31 .446

Oakland 24 45 .348

ATTEMPTS AT SUICIDE REPORTED TO POLICE

Two attempts at suicide were brought to the attention of the police yesterday. The men, one a Chinese and the other an American, are in The Queen's Hospital in a serious condition.

Alex Liftee slashed his stomach with a knife in his room in Nuuanu street, near Vineyard, early yesterday morning. According to a man named King, the wounded man's brother-in-law, Liftee has been worrying considerably of late, and in a fit of depression tried to end his life.

Being unable to obtain relief from a stubborn attack of asthma, according to his son, Ah Sing, a Chinese, attempted suicide by cutting his throat with a razor, at five o'clock yesterday morning, in a vegetable store in Ania street. His wound is not serious and it is thought that he will recover.

A tonnage tax plan to build up the American merchant marine, with prohibitive rates assessed against foreign-built and owned merchantmen, is proposed in a bill introduced by Senator Gallinger, minority leader, as a counter proposal to the Administration's ship purchase measure.

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